



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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ADMINISTRATION & LEGISLATION COMMITTEE

MEETING NOTICE

Monday, June 13, 2005; 9:30 a.m.

CMA Board Room
1333 Broadway, Suite 220
Oakland, California 94612

Members:

Chair: Councilmember Larry Reid
Vice Chair: Supervisor Scott Haggerty
Councilmember Jeff Wieler
Mayor Shelia Young
Mayor Robert Wasserman
Mayor Janet Lockhart
AC Transit Director Dolores Jaquez
BART Director Thomas Blalock

Staff Liaison: Dennis Fay
Secretary: Christina Muller

AGENDA (#)

Copies of Individual Agenda Items are Available on the CMA's Website

1.0 PLEDGE OF ALLEGIANCE

2.0 PUBLIC COMMENT

Members of the public may address the Committee during "Public Comment" on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Committee. Anyone wishing to comment should make his or her desire known to the Chair.

3.0 MINUTES OF MAY 9, 2005 MEETING* (page 1)

Approval

4.0 ADMINISTRATIVE MATTERS

4.1 Contractor Outreach Program: Update on Activities Information/Discussion

The CMA has held or participated in several contractor outreach activities this fiscal year. In December 2004, the CMA conducted a pre-proposal outreach workshop. In February, the CMA hosted a booth at the Oakland Vendor Fair. This month the CMA will co-host a booth with ACTIA at the Western Region Disadvantaged Business Enterprise Economic Summit Conference. The CMA is also planning another contractor outreach event to inform contractors of upcoming opportunities in fiscal year 2005-06. The CMA uses local newspapers and its website to advise of contracting opportunities and provide information. The CMA also plans to use the contractor/vendor registry on our website to ensure timely communication to the contracting community.

4.2 Federal, State and Local Funding: Local and Small Business Preferences* (page 5)

Discussion/Action

Federal, State and local funding sources are subject to various rules and restrictions regarding local business preferences and DBE goals. At the May committee meeting, legal counsel reviewed these rules and restrictions. The attached material from legal counsel describes options available to the CMA to encourage local contracting. Staff is seeking the Committee's input on the options. Based on the Committee's direction, a final proposal will be prepared for future consideration. Also attached is a summary of the CMA's contracting over the last two years, highlighting the percentage of contracts awarded to Alameda County and East Bay firms.

4.3 Congestion Management Program (CMP): Dynamic Ridesharing Pilot Project – Budget and Contract Amendment* (page 27)

Discussion/Action

The CMA received a grant from the Federal Highway Administration (FHWA) to implement a dynamic ridesharing pilot project. On July 22, 2004, the Board approved a consultant budget of \$131,700, consisting of \$105,000 federal funds and a \$26,700 local match. The project has encountered several issues including coordinating with multiple agencies and transitioning the call center operations to a new operator. These issues have required a significant amount of effort to resolve. In order to implement the pilot project for six months, additional funding is needed. It is recommended that the Board approve an additional \$42,000 for consultant services for Phase 1 of the Dynamic Ridesharing pilot project, with a revised budget total of \$173,700. The additional \$42,000 consists of \$33,600 federal funds and a \$8,400 local match from the CMA exchange program.

4.4 Int'l/Telegraph Rapid Bus Project: Near Term Improvements* (page 37)

Discussion/Action

AC Transit is planning to launch a preliminary phase of the Rapid Bus Operation by June 26, 2005. AC Transit has requested CMA to design and construct selected improvements by June 25, 2005. AC Transit has agreed to pay for all the design, construction and construction administration for the project. Staff requested bids for this work on May 13, 2005. Bids were received on June 3, 2005. As authorized by the Board at the May meeting, it is recommended that the Committee award the contract for the Bus Stop Modifications on International Blvd near 34th Avenue to SIMCO Construction Inc., Oakland in the amount of \$87,700. The Engineers Estimate for the work is \$85,000.

4.5 Int'l/Telegraph Rapid Bus Project: Amendment to Agreement with AC Transit for Additional Work* (page 39)

Discussion/Action

AC Transit has requested a number of additional items as a part of the International-Telegraph Rapid Bus project. These items include on-board surveys, bus stop modifications, closed circuit TV, additional video image detection, and server data retrieval. It is recommended that CMA Board:

1. Authorize the Executive Director to negotiate and execute an amendment to the agreement with AC Transit for these additional items.
2. Authorize the Executive Director to execute all necessary agreements with consultants and project partners for the activities related to these additional items.

**4.6 Transportation Fund for Clean Air (TFCA):
TravelChoice Pilot Project* (page 41)**

Discussion/Action

The Transportation & Land Use Coalition (TALC) has asked the CMA to act as the official public agency sponsor for an application to the Air District for regional TFCA funds for a demonstration of the TravelChoice project. This pilot project includes an individualized marketing campaign to find and target interested participants and identify personalized transportation options for households. It is recommended that the CMA authorize staff to submit an application to the Air District for this project and approve a resolution to accompany the application as required by Air District guidelines. The small amount of CMA cost associated with this grant will be reimbursed through the grant.

4.7 Retiree Health Benefits: Status Report

Information/Discussion

Present CMA policy and the contract with PERS provide that CMA employees become entitled to retiree health benefits when they otherwise qualify to retire under PERS. The minimum years of service for retirement are 5 years of service at a PERS agency. If service has been earned at another agency, but the employee retires from CMA, CMA is liable for payment of the health benefit. At the December 2004 committee meeting, staff and legal counsel presented several options for revising the CMA's retiree health benefits policy. The Committee requested actuarial data on the current policy and various alternatives. The consultant hired to undertake this analysis has completed an evaluation for the current policy. An analysis of the cost of the alternatives should be complete by next month.

**4.8 Executive Director's FY 2004-05 Objectives:
Status Report* (page 45)**

Information/Discussion

The agreement between the CMA and Executive Director requires annual objectives to be agreed upon at the beginning of the fiscal year. FY 2004-05 objectives were established in the summer 2004. A report on the status of these objectives is attached.

**4.9 Executive Director's Performance Objectives
for Fiscal Year 2005-2006* (page 51)**

Discussion/Action

The employment agreement with the Executive Director requires annual objectives for the upcoming year. The attached material provides draft performance objectives for fiscal year 2005-2006. The Committee is requested to make a recommendation to the Board relative to performance objectives for fiscal year 2005-2006.

5.0 LEGISLATION/PUBLIC AFFAIRS

5.1 Sacramento Report* (page 53)

Information/Discussion

A report from the CMA's Sacramento representative is attached.

5.2 Washington, DC Report* (page 63)

Information/Discussion

A report from the CMA's Washington, DC representative is attached.

5.3 SB 172 (Torlakson): Bay Area Toll Bridge Financing * (page 67)

Discussion/Action

This bill would specify a cost sharing agreement between toll payers and the state to complete the toll bridge seismic retrofit program. The bill would split the identified shortfall of about \$3.5 billion on an approximately 50-50 basis between toll payers and the state. The bulk of the state contribution would come from passage of a statewide bond measure as planned in SB 1024 (Perata). A \$1 toll

increase would fund the regional share. The bill would also consolidate all tolls under MTC acting as the Bay Area Toll Authority. It is recommended that the CMA support SB 172 (Torlakson).

5.4 AB 697 (Oropeza): Continuous Appropriations of Transportation Funds* (page 87)

Discussion/Action

In any year in which a Budget Act has not yet been enacted by July 1, AB 697 would require all previously appropriated transportation funds to be continuously appropriated until a budget is enacted. The intent is to avoid delays and disruptions in work on transportation projects and to avoid the associated costs and consequences. It is recommended that the CMA support AB 697 (Oropeza).

6.0 STAFF AND COMMITTEE MEMBER REPORTS

7.0 ADJOURNMENT/NEXT MEETING: MONDAY, JULY 11, 2005

- * Attachment enclosed for members and key staff.
- ** Materials will be handed out at the meeting.
- (#) All items on the agenda are subject to action and/or change by the Committee.
- ✓ Materials are separately attached to the meeting packet.

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ENVIRONMENTAL SENSITIVITIES MAY ATTEND*